Col. Franklin Bartlett's Argument at Ale. bany Last Week Before the Senate Committee on Affairs of Cities for Transfering to the Board of Estimate and Apportionment the Aldermen's Power to Grant Highway Franchises.

MR. CHAIRMAN AND SENATORS: I have the mor to appear before you to-day in behalf various corporate and individual interests to arge the favorable report by your commit-Lisherg amending the Greater New York Charter and the Rapid Transit act, Chapter 4 of the Laws of 1891.

The scope and purpose of the amendatory sets may be stated in brief to be the transfer of the control of the streets, bridges, tunnels, parks and docks and all other public grounds clouging to the city, and the transfer of the over of granting any consent or franchise to instruct and operate street railways from he Board of Aldermen to the Board of Estimale and Apportionment. In other words, the proposed legislation makes the Board of estimate and Apportionment the local auority or "local authorities" whose consent is necessary under Section 18 of Article III, of

our Constitution as a prerequisite to the con-struction and operation of any street railroad. On June 28, 1904, the Rapid Transit Board sent for approval to the Board of Aldermen e proposed contract between the city and New York Connecting Railroad Company. The application was referred to the Aldermanic Committee on Bridges and Tunnels, and has slumbered there ever since.

No explanation of the delay has been vouch-safed; no reason has been given no excuse has been offered. Week after week has passed and month after month has gone by, and still this great public improvement is

The verb "to hold up" is appropriate. It is graphic and expressive. Our application has not been formally rejected or openly killed. has been "held up" with just as little cominction or conscience as that shown by Arabs on the desert when they hold up and loot a caravan freighted with rich spoil.

The highwayman who in the eighteenth entury "held up" the coach on Hounslow Heath had some trace, at least, of manhood, for he too; his life in his hands. But this modern method of "holding up" the grant of-franchises cannot be excused or palliated, beause its method is that of the secret conspirawho strikes his blow cloaked in secrecy.

Negation or nonfeasance in public office often becomes the equivalent of misfeasance. And so here the neglect of the committee to report, the failure of the board to pass the resolution or ordinance, has become a denial of justice which calls for public reprobation. Is this sort of thing to be tolerated? Is this utrage to be borne in silence? Is good govof Aldermanic petty chieftains?

A few days ago Mr. Justice Dickey of the Supreme Court in Brooklyn granted a peremptory writ of mandamus directing the Board of Aldermen to convene and vote on the application of this railroad company for a fran-

In this case mandamus is the only civil remedy. along this enterprise, even though the public interconvenience and a benefit to many residents of

It is a basic principle of the law that there shall be no wrong without a remedy, and here the remedy by writ of mandamus is totally inadequate to prevent the recurrence of in-

Before an application can be made for a writ of mandamus, and before a case for relief can be made out, there must always be a long preliminary delay or period of neglect by the aldermen. And then, after the writ has been granted, an appeal can be taken from the decision of the court at Special Term, and pending the appeal all proceedings can be stayed. The order of the court can be in some way disregarded or even defied and violated, and be in abeyance

illustration of the peculiar methods now in vogue. A proposed contract between the Interborough Rapid Transit Company and the Fort Lee Ferry Company was transmitted by the Rapid Transit Board to the Board of Aldermen asking for consent to the use of Manhattan street in October, 19-63. It went to the Committee on Railroads, and there it has remained without any further action.

Take another striking example the case of the Union Railway Company and the Southern Boulevard Railroad Company. The petitions were reintroduced on April 4, 1904, and referred to the Railroad Committee, and a public hearing was held on May 25, 1904, since which time no action whatsoever has been

grant the right to construct and operate a street railroad when it was manifestly against the public interest and obnoxious to the sentiment of the community affected.

The consent of local authorities was required only to safeguard the public interests of the municipality or community, and nowhere else in the Constitution is there any abridgment of the legislative power over the subject outside of the matters particularly enumerated in that section. Except as thus restrained by the Constitution, the legislative power remains untrammelled and supreme, because mothing is subtracted from the sum of legislative power except that which is expressly or by necessary implication withdrawn.

This constitutional provision, in an ethical sense, does not stand on the same footing as those securities to life and property embodied in the bail of rights, and there was nothing inherently wrong in the omission of such a provision in the Constitution of 1846. It was added in 1874 as a safeguard to said for the public interests in each locality, the necessity for which guaranty had been developed by the history of the legislative grant of franchises in the State.

In the grant ng of franchises the State is

history of the legislative grant of franchises in the State.

In the granting of franchises the State is supreme and the Legislature is omnipotent, save as restrained by this constitutional provision, for "it is fundamental that a municipal corporation holds its public streets and places in frust for the public, and that the power to regulate those uses is vested in the Legislature absolutely."

in trust for the public, and that the power to regulate those uses is vested in the Legislature absolutely."

Although under the constitutional provision "the iocal authorities" of a city, or a town or a village have a negative or veto power which can forbid the construction or operation of a street raitroad, still it must be borne in mind that unless authorized so to do by its charter or other act of the Legislature, no municipal corporation can grant a franchise, because the municipality is a mere agency in the machinery of the State, "possessing no inherent and independent authority to create rights in others which affect the public interests."

The comprehension of this underlying and well settlei principle is necessary in order to divest one's mind from any false sympathy with or even toleration for the continuance of the city government. What the framers of the amendment of 1874 and the revisers and makers of the Constitution of 1894 intended was merely, as we have seen, to protect the public interests of the municipality against hostile legislation, and to prevent the appropriations of streets to railroad uses by the Legislature, without consulting the interests of the locality; and so it was provided that the consent of the local authorities should be necessary—not that the consent of the Municipal Assemby should be essential; not that the consent of the local authority; that is to say the local authority in which the power is vested by law, should be required, in order that the interests of the community affected should be duly protected and its rights preserved. The selection of the particular local authority is the province of the Legislature.

The legislation which we advocate violates no principle of home rule, for it in no way usurps the right of local self-government, and one which I conceive to be a vital privilege of every free city. I am a firm believer in the right of local self-government. But no such question is here involved. You are not asked to make officers appointed by the State or the

nicipal authority. It is not sought to substitute appointive officers for those elected by the people.

I noticed the other day in a newspaper paragraph a statement that the Elsberg remedy "strikes at the root of government by the people," and it will, doubtless, be urged before your committee that the power to grant a franchise or consent is one of the legislative powers permanently vested in the Board of Aldermen by virtue of Section 2 of Article X. of the Constitution.

This criticism of the bills before your committee arises from a fundamental misconception of the meaning of the words "home rule and "local self-government." Granting that the sentence in Section 2, Article X., was framed with reference to the then existing local governments of cities, towns and villages, and that it was intended to preserve the right to local self-government, which the people at that time possessed, and that local government is a matter of absolute right which the State should not take away, all that is meant or could be possibly meant is that the government of the municipality should remain in local hands, and that local agents should carry on the local government, and that municipal officers should discharge municipal functions, and this right is just as thoroughly secured by the amendments now proposed as by the existing law. No attempt is made to place the improvements of the city in the hands of agents chosen by the Legislature; no effort is made to prevent our citizens from enjoying the right to select their own local officers. The guarantee of local self-government remains inviolate and unimpaired.

What then is done? The power of control or the construction and

seif-government remains inviolate and unimpaired.
What then is done? The power of control or the power to consent to the construction and operation of a street railroad is merely transferred from one local elective body to another local elective body, and this is clearly within the proper discretion of the Legislature. For, as Judge Cooley said in the case of the People against Hurlbut, "The State may knould local institutions according to its view of policy or expediency." The persons to whom the power will now be transferred are elected by and are responsible to the people of the city of New York.

In order to guard against continued injustice and a continued defiance of public rights there must be such a change in the law itself as will offer an initial guarantee against future outrage.

We appeal to your committee, not to correct theoretical faults in the existing charter and in the Rapid Transit act, not to provide for any fancied grievance, but to right an existing wrong.

Nor is our case a solitary instance. The Fort Lee ferry connection is a noteworthy illustration of the peculiar methods now in vogue. A proposed contract between the Interborough Rapid Transit Company and the Fort Lee Ferry Company was transmitted by the Rapid Transit Board to the Board of Aldermen asking for consent to the use of Aldermen asking for consent to the use of a such meaning as that which has been adopted by the Legislature and the laws of laws, we that provided that "In any of the words of the city of New York.

What is the meaning of the words "local authorities" as used in the Constitution?

For our guidance on this point we turn to the opixion of the Court of Appeals reduced in the Constitution?

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ment of Taxes and Assessments; but it cannot be urged against the proposition now before your committee, for the board to-day is composed of the Mayor, the Comptroller, the President of the Board of Aldermen and the Presidents of the various boroughs, all of whom are elected by the people, although, of course, the constituency of each Borough President is limited by the boundaries of his borough. In many ways it is, therefore, a boy more representative of the people at large than the Board of Aldermen could ever possibly be, even were the Board of Aldermen made up of the class of citizens which idealists have hoped for, and which radical enthusiasts had prophesized would be chosen in the fruition of time. Each Alderman is elected by his own limited bailiwick, and the President of the Board of Aldermen alone is chosen on a general ticket by the qualified voters of the whole city. On the other hand, we have three members of the Board of Estimate and Apportionment out of the eight—the Mayor, the Comptroller and the President of the Board of Aldermen—elected by the citizens at large, and each of the Borough Presidents elected by a far greater number of electors than is any member of the Board of Stimate and Aldermen as in contrast to one Borough President. The Aldermen are no more democratic, and no nearer to the people than are the members of the Board of Estimate. Each Alderman is elected by a relatively small constituency, and aside from any moral training, his ken must be narrower and his view more circumscribed in the very nature of things than that of public officers chosen by a wider and more enlarged electorate.

As a member of the Charter Revision Commission of 1900, I never, for one moment, believed that the Board of Aldermen was the proper local authority in which to vest the vast powers given by the Charter, or that it was a safe repository for the safeguarding

mission of 1900. I never, for one moment, believed that the Board of Aldermen was the proper local authority in which to vest the vast powers given by the Charter, or that it was a safe repository for the safexuarding of the best interests of our people and of our city. With a meagres alary and its tendency to become the reward or spoil of petty political ambition, the office of Alderman did not appeal to my imagination, nor did it hold out any bright promise of local reform, in view of the record of the past as illustrated by the testimony in the case of the People against Jacob Sharp. "Tempora non mores mutantir." And although no flagrant scandal may have as yet come to light, it would require more than human credulity to believe that the inaction of the Board of Aldermen within the last few years in the cases of many important applications, has not been influenced by the hope of gain or reward to stimulate their languor, and to induce the consideration of the long delayed report.

All that the people of this city want is that the constitutional safeguard shall be preserved; that is to say, that some local authority shall protect the interests of the municipality in the grant of railway franchises, or in grants of a kindred nature, and it is manifest that the local authority. But the people now ask that as the officers hitherto selected to be such local authority shall be the best possible local authority she there occasions, unworthy of the public confidence and hostile to the business interests of the city, that they shall be divested of power

cocasions, unworthy of the public confidence and hostile to the business interests of the city, that they shall be divested of power forthwith, and that their former powers shall be transferred to men more worthy and better fitted by education and by their prominence in the community for the honest and earnest exercise of the discretion vested in them.

If the makers of the Constitution had intended to confer using and perpetual powers and the conference of the body could be better selected than the Board of Fatimate and Apportionment? It is made up of the highest elective officers in the city. It is constituted of men of eminence, who, irrespective of the party to which they may belong, command a large measure of public confidence, and no member of the Board of Estimate can afford to be slothful or dishonest in matters affecting the would at once bic state of the city; and in his sprain and the press of the city; and in his sprain and the press of the city; and in his sprain and the press of the city; and in his sprain and the press of the city; and in his sprain and the press of the city; and in his sprain and the press of the city; and in his sprain and the press of the city; and in the sprain and the press of the city; and in sprain and active, instead of being, at least, negatively disionest and increases of the city; and the confidence of the confidenc

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Charles Ross, the actor, husband of Mabel Fenton, who, with his wife, is the guest of William Scheffler of 107 West Seventy-eighth street, came near losing an overcoat early yesterday morning. Mr. Ross and the Scheffler family had retired. A private watchman named Berthold while passing the Scheffler house noticed one of the parlor windows wide open. He rang the bell. Mr. Scheffler came to the door and Berthold told him of the open window. Together they made a search of the house and found the thief, who had opened the window, hiding behind a portiere. He said he was William Stanley and that he lived with the janitor of the house at 130 West 104th street.

He had on Mr. Ross's overcoat, which he had taken from the hatrack in the hall. In the pocket of the coat was a telegram which Mr. Ross had not seen, congratulating him on his election to the Lamb's Club Both Mr. Scheffler and Mr. Ross appeared in court as witnesses against Stanley, who rang the bell. Mr. Scheffler came to the

work no substantial injury to the general public.

The relief we ask for is not sought by my clients alone. It is asked in behalf of the great body of our citizenship; it is asked in behalf of the progress and advancement of the great city of New York, and, as consequentious legislators, you should not be slow to listen to our prayers and to grant our petition.

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LEGAL NOTICES.

SUPREME COURT, NEW YORK COUNTY,
THE UNION NATIONAL BANK OF 1
TROY, Plaintiff.

against

SCOTT, GRORGE W. SCOTT, and
WILLIAM H. SCOTT, Defendants.

YOU ARE HEREBY SUMMONED to answer the complaint in this action and to serve a copy of your answer on the Plaintiff's Attorney within 20 days after the service of this summons, exclusive of the day of service, and is case of your failure to appear or answer, judgment will be taken against you by default, for the relief demanded in the complaint.

Dated December 22, 1904.

F. DE LYSLE SMITH,
Plaintiff's Attorney,
Office and Post Office Address No. 43 Wall Street.
Borough of Manhattan, N. Y. C.
TO WILLIAM H. SCOTT:
The foregoing summons is served upon you by publication, pursuant to an order of Hon. Charles P. MacLean, a Justice of the Supreme Court of the State of New York, in and for the First Department, dated the 24th day of February, 1905, and filed with the complaint in the office of the State of New York, in the Court out New York, in the Court of New York, in the Court out of New York, in the Court out of New York, State and City of New York, on the 25th day of February, 1905.

Dated February 25, 1905.

P. DE LYSLE SMITH,
F. DE LYSLE SMITH,

Pebruary, 1905.

Dated February 25, 1805.

P. DE LYSLE SMITH.

Attorney for Plaintiff,

Office and Post Office Address 45 Wall Street,

Mathatian, New York City.

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Sundays 12:10, 9:25 a. m. and 4:55 p. m.

6:05, 7:25, 7:25, 8:25, 8:25, 9:25 9:25, 2:25, 3:25, 3:25, 4:25, 4:25, 4:25, 4:25, 4:35 (14:55 for North Philadelphia only).

5:56, 6:56, 7:35, 8:25, 8:25, 9:25 9:25 9:25 9:25 9:25, 9:25, 9:25, 8:25, 6:25, 7:25, 8:25, a. m., 12:35, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11:25, 11



Direct Route from
New York & Boston to Niagara Falls.
Trains depart from Grand Central Station, 42d
street, New York, as below:
North and west bound trains, except those leaving at \$230 A. M., 245, 539, 1130 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—TMIDNIGHT EXPRESS.

8:20 A. M.—TMIDNIGHT EXPRESS.

8:45 A. M.—*FAST MAIL—24 hours to Chicago.

10:20 A. M.—*DAY EXPRESS.

1:250 P. M.—*RUFFALO LIMITED.

1:00 P. M.—*SUUTHWESTERN LIMITED.

1:00 P. M.—*CHICAGO LIMITED.

2:45 P. M.—*The 20th CENTURY LIMITED—

2:45 P. M.—*The 1:10 Chicago, via Lake Shore. 245 P. M.—*The 29th CENTURY LIMITED—
20 hour train to chicago, via Lake Shore.
330 P. M.—*ALBANY AND TROY FLYFR.
400 P. M.—*MICHIGAN CENTRAL EXPRESS.
530 P. M.—*LARE SHORE LIMITED—23½ hour train to Chicago. All Fullman cars.
5:32 P. M.—*CLEVELAND, CINCINNATI. ST.
LOUIS, DETHOIT and CHICAGO LIMITED.
6:00 P. M.—*WENTERN EXPRESS.
7:00 P. M.—*MONTREAL EXPRESS.
7:00 P. M.—*MONTREAL FXPRESS.
7:00 P. M.—*MONTREAL FXPRESS.
6:00 P. M.—*WESTERN EXPRESS.
CLEVELAND and TORONTO SPECIAL.
9:20 P. M.—*WESTERN N. Y. and CHICAGO EX.
11:36 P. M.—*CHICAGO and ST. LOUIS EXPRESS.
*Daily. TEXCEPT SUNDAY.
14. EM DIVISION.
19:06 A. M. and 3:35 P. M. daily, except Sundays,
to Pittsfield and North Adams. Sundays at 9:20
A. M.

A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Trains illuminated with Pintsch light.
Trains illuminated with Pintsch light.
Trains of the contrains of the con WEST SHORE R. R.

(New York Central & Hudson River R. R. Lessee.)
Trains leave Franklin st. station, New York, as follows and 15 minutes later foot West 42d st., N. R.: 11.00 P. M.—Chicago Express.
22.25 P. M.—Con. Lim. for Detroit, Chl. & St. Louis.
78.00 P. M.—For Roch., Buffaio, Clevel'd & Chicago.
78.00 P. M.—For Syra, Roch., Na Fails, Pet. & Chl.
79.15 P. M.—For Syra, Roch., Na Fails, Pet. & Chl.
70.15 P. M.—For Syra, Roch., Na Fails, Pet. & Chl.
70.17 P. M.—For Syra, Roch. Wasteout Express.
A. H. SMITH.
Gen'l Manager.
Gen'l Pass'r Agent.

READING SYSTEM.
NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (time from So WILKESBARRE AND SCRANTON -9:10 a. m., 5:00 p. m. Sundays, 24:30 a. m., 1 p. m.
LAKEWOOD, LAKEHURNT, TOMS RIVER
AND BARNEGAT—2:400, "9:40 a. m., 21:30 (3:40,
4:10, Lakewood and Lakehurst only)- a5:00, 26:06
p. m. Sundays, 9:40 a. m.
ATLANTIC CTV.—"9:40 a. m., 15:40 p. m.
VINELAND AND BRIDGETON—2:14:00 n. m., VINELAND AND BRIDGETON-274:00 5 m.,
3:10 p.m.
LONG BRANCH, ASBURY PARK, OCEAN
(ROVE, POINT PLEASANT AND SEASHORE POINTS-24:00, 8:30, 11:30 a.m., x1:20,
4:46, 5:30, 6:30, 11:30 p.m. Sunday, except Ocean
Grove, 9:00 a.m., 4:00, 8:30 p.m.
ATLANTIC HLDS, SEARRIGHT, MONMOUTH
HCH., EAST LONG BRANCH-4:00, 5:50, 8:30,
11:30 a.m., 1:30, 4:30 (5:30 Atlantic Hids-only), 6:30
p.m. Sundays, 9:00 a.m., 4:30 p.m.
PHILADELPHIA (READING TERMINAL)4:20, 7:00, 18:30, "9:90, 11:00, 11:10 a.m., 11:20,
"1:00, 11:30, 12:00, 13:00, 15:00, 16:00, 17:20,
49:00, 41:20, 12:00, 13:00, 15:00, 16:00, 17:20,
49:00, 41:20 a.m., "12:15 mds.
24TH AND CHESTNUT STREETS-4:25, 18:00,
"10:00, "12:10 a.m., "2:00, 14:00, 4:00, 7:00, 7:00, 19:25
p.m., 12:15 mds.

BALTIMORE AND WASHINGTON-8:00, *10:00, BALTIMORE AND WASHINGTON—8:00, 10:00, 12:00, 2:20, 4:00, 6:00, 7:00, 12:15.

READING HARRISBURG, POTTS VILLE AND WILLAMSPORT—8:400, 24:25, 18:00, 19:10 (19:00, 11:00 a. m., Reading only), [41:00, 19:120 12:200 p. m. Reading, Pottsville, Harrisburg only, 4:20, 75:00 p. m. 2From Liberty Street only, 'Daily, 'Daily, except Sunday, 4:Sundays only, 'Parior cars only, IVIa Tarnaqua, xSaturdays, aExcept Saturdays, aExcept Sunday, 4:Sundays only, 'Parior cars only, IVIa Tarnaqua, xSaturdays, aExcept Saturdays, aExcept Saturdays, 28: 19:14. Av., 25 Union Square West, 2788 Third Av., 273 West 12:th St., 245 Columbus Av., New York 12:th Av., 25 Union Square West, 2788 Third Av., 273 West 12:th St., 245 Columbus Av., New York 13:th St., 245 Columbus Av., New York Transfer Co. calls for and checks baggage to destination, W. G. BESLER, C. M. BURT, Vice-Pres, and Gen. Mgr. 4 Gen. Pass'r Agent.

BALTIMORE & OHIO RAILROAD.

ROYAL BLUE LINE TRAINS
"EVENT OTHER EVEN HOUR"
TO BALTIMORE and WASH, WCTON
Leave South Ferry 8 minutes earlier.
Lv. Liberty street, 8 a. m. Except Sun.
1900 a.m. Daily. Buffet.
12:00 p.m. Daily. Buffet.
12:00 p.m. Daily. Diner,
12:00 p.m. Daily. Diner,
12:00 p.m. Daily. Diner,
12:15 ntght, Daily. Buffet.
12:15 ntght, Daily. Sleepers.
12:16 ntght, Daily. Da

LEHIGH VALLEY.

NO EXTRA CHARGE FOR IT.
Advertisements for the Sun and Evening Sun may be left at any American District Messenger Office in the city.

NEW YORK, NEW HAVEN & HART FORDR. R.

Trains depart from Grand Central Station, 42d st., and 4th av., as follows, for 180 or 180 NEW YORK, NEW HAYEN & HARTFORDR. P.

RAILROADS.

Lackawanna Railroad Leaves New York, Yook Barclay and Christopher sts. 18:00 A. M.—For Binghagiton and Syracuse.
10:00 A. M.—Buffalo, Chicago and St. Louis.
11:40 P. M.—For Buffalo and Chicago.
14:00 P. M.—For Stranton and Ply mouth.
16:10 P. M.—For Buffalo and Chicago.
18:45 P. M.—For Buffalo and Chicago.
18:45 P. M.—For Buffalo and Chicago.
10:10 A. M.—For Chicago—Sleepers open at 9 P. M.—Tickets, 149, 429, 1783, 1844 Broadway, N. Y.; 230 Pulton st., Brooklyn; Daily, Except Sunday.

OCEAN STEAMERS.

AMERICAN LINE.

ATLANTIC TRANSPORT LIME,
EW YORK—LONDON DIRECT, PIEF 39, N. R.
SABA. Apr. 7, 9 A, M
NNEAPOLIS Apr. 13, 2 P, M
NNEHAHA Apr. 22, 8 A, M
NNETONKA Apr. 29, 220 P, M INNETONKA

Apr. 29, 230 P, M

RED STAR LINE

NEW YORK—ANTWERP—LONDON—PARIS.
Calling as Dover for London and Paris.
Salling Saturdays at 10:30 A. M., Pier. 14, N. R.
seland. Apr. 8, Vaderland. Apr. 21
niand. Apr. 15 Kroonland. Apr. 29

WHITE STAR LINE.

NEW YORK AND BOSTON DIRECT.

TO MEDITERRANZAN AZORES.
Gibraltar, Naples, Genoa, Alexandria.

REPUBLIC APPLIS, DOOR FORMANIO.... July 6
CRETIC APPLIS, DOOR JUNE 18, July 27

ROMANIC APPL 22, 1220 P. M. June 3, Aug. 12
CANOPIC May 13, 5 P. M. June 24, Aug. 8

Passenger offices, a Broadway.

Freight offices, Whitehall Bldg., Battery Place.

Hamburg-American. Plymouth-Cherbourg-Hamburg. S. S. Deutschland

Salis April 27, May 25, June 22, twaldersee..Apr 8, 7 AM 'Allemannia, Ap. 22, 7:30AM 'Bulscher, Apr. 12, 10 AM 'Deutsculand, Apr. 27, noon Dania... Apr. 13, 2 PM 'Pennsyl'a... Apr. 29, 2 PM 'Monke.. Apr. 20, 10 AM 'Hamb'rg... May 8, 2 AM 'Grill room. 'Gymnasium on board.' Yvia Dover, for London & Paris to Hamburg. 'Direct.

New York—Naples—Genoa.

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Algeria, Sicily and Italy.
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DURATION 24 DAYS—Cost 890 and Up.
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Steamer continues from GENOA TO DOVER &
HAMBURG via many interesting points. Through
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NORTH GERMAN LLOYD S. S. CO.

FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Kaiser April 4, 10 A M Kaiser ... May 9, 10 A M
K.Wm. JI. April 18, 5 A M K. Wm. JI. May 16, 1 P M
Krouprinz May 2, 5 A M Krouprinz May 30, 1 P M
OELRICHS & CO., 6 Broadway, N. Y.

ANNUAL MAY PARTY, visiting Gibrattar, Italy, Austria, Germany, Switzerland, The Rhine, Holland, Beiglum, France and England, leaves Saturday, May 13. 93 6ays of leisurely travel, High class arrangements throughout, Inclusive fare \$890. 29 OTHER TOURS. \$175 TO \$1.015. Send For Illustrated Programmes. Independent Ratiroad and Steamship Tickets

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From Piers 51-52, North River.
Campania. Apr. 88 A.M. Etzuria. Apr. 29, noon
Caronia. Apr. 15, 1 P. M. Campania. May 6, 4 P. M.
Lucania. Apr. 22, 8A M. Umbria. May 13, 11 A.M.
Saloon rates from New York, 875; second cabin, 446
North Company of the Caronia Company of the Caronia Company of the Caronia Car

and up, according to steamer and accommodation.

GIBRALTAR—NAPLES—ADRIATIC.

New Modern Twin Screw Steamers.
Saloon rates, \$70 upward.

PANNONIA April II. 19 A. M., June 6
CARPATHIA April 18, 2 P. M.

VILTONIA May 9, 3 P. M., June 27, Aug. 18
SLAVONIA May 23, 10 A. M.; July 11, Aug. 28

"Carries second and third class only.

Apply 29 Broadway, New York.

Vernon H. Brown, General Agent.

GANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan. China and Philippine Islands. Empress of Japan.Apr.10 | Empress of India. May 22 R.M.S. Athealan..Apr.17 R.M.S. Tartar...May 28 Empress of China.May 1 | Empress of Japan.June12 For Fiji, Hawailan Islands, Australia and New Zealand.

Mlowera ... April 28 | Manuka For rates and information apply at 458 & 1 B way and 281 Fifth Ave. OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Heach, Wash-ington, D. C., and entire South and West. ington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier
26, N. R., foot Beach st., every week day at 3 P. M.
H. B. Walker, Vice-President and Traffic Manager,

HOLLAND-AMERICA LINE

NEW YORK—ROTTERDAM, via BOULOGNE.
Sailing Wednesday at 10 A. M.
Ryndam Apr. 5 | Noordam Apr. 28
Rotterdam Apr. 12 | Statendam May 3
Potsdam Apr. 19 | Ryndam May 10 FUROPE Goldanistics
New Fast S.S."CALEDONIA," (9,400
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STEAMBOATS. BOSTON AND POINTS IN NEW ENGLAND. FALL RIVER LINE, via Newport and Fail River. Leave Pier 19, N. R., foot of Warren at., week-days only, at 5:30 P. M. Steamers PRINCILLA and PILGRIM. Orchestra on each. NORWICH LINE, via New London. Leave Pier 40, N. R., foot Clarkson St., week-days only, at 6:00 P. M. Steamers CITY OF LOWELL and NEW HAMPSHIRE.

NEW HAMPSHIRE.

NEW HAVEN LINE, for New Haven. Hartford. Springfeld and the North. Leave Pier 20, E. R.

Springfield and the North. Leave Pier 20, E. R. foot Peck Slip, week-days only, at 4:00 P. M. Steamer RICHARD PECK. PEOPLES LINE Commencing April 3d.
C. W. MORSE and ADIRONDACK
Leave Pier 32. N. R., foot Canal St., 6 P. M.,
week days only; direct connection at Albany
with trains to all points. Send Sc. for G. W.
Morse Souvenin.

EXCURSION \$2.50. TROY LINE.

FIRST TRIP APRIL 3.

Steamer "Saratoga" of "City of Troy" will leave
West 10th Street. Pier 46. deliy at 6 P. M.. except
Saturday, making direct railroad connections at
Troy for all points North and East.
SUNDAY STEAMERS TOUCH AT ALBANY.
Freight received on and after April 1st. CATSKILL, HUDSON & COXSACKIE BOATS Leave Pler 48, N. R., week-days, 6 P. M. Commencing Monday, April 3.

QUICKEST PERMANENT CURE in diseases of men: dangerous cases solicited, relief at once; those destring only first class scientific treatment should call. The leading specialist, Dr. BONSCHUR, No. 141 West Zist st. Hours 9-2, 6-9, Sundays 19-12.